

STRIKES AND LOCKOUTS

SHARP REDUCTION IN TIME LOSS: Time loss through work stoppages arising out of industrial disputes in Canada during 1947 was only 55 per cent of the total time loss recorded for the preceding year, it was shown by a preliminary summary of strikes and lockouts for 1947, issued by the Minister of Labour, Mr. Mitchell.

Preliminary figures show 60,000 fewer workers involved in strikes and 2,000,000 fewer man-work days lost during 1947 than in 1946.

The demand for increased wages was one of the principal issues in more than 70 per cent of the strikes of 1947. Two major strikes during the year, one of coal miners in the Maritimes and the other of meat packing plant workers throughout Canada, accounted for about 75 per cent of the total 1947 time loss.

Preliminary figures show 219 strikes and lockouts in 1947 involving 77,995 workers, with a time loss of 2,422,332 man-work days, as compared with 228 strikes in 1946, involving 139,474 workers and a time loss of 4,516,393 days. The time loss per one thousand available work days for 1947 was 2.70 as compared with 5.03 for the year 1946.

As the year ended, strike activity was at its lowest point since February, 1946. Time loss, during December, 1947, showed a sharp reduction from the preceding month with only 15 strikes and lockouts in existence, involving 3,189 workers and a time loss of 19,097 man-working days, as compared with 28 strikes in November, 1947, with 14,735 workers involved and a time loss of 119,602 man-working days. In December, 1946, there were 10 strikes, involving 2,256 workers, with a time loss of 23,804 days.

The time loss per thousand available work-days during December was 0.24 as compared with 1.60 in November, 1947, and 0.32 in December, 1946.

Of the 15 strikes which were in existence for varying periods during December, seven were in effect previous to December 1. Of these seven strikes, six were terminated by the end of the month, and of the eight strikes which began during December, two had ended by January 1. Thus, there were seven strikes still in effect at the beginning of 1948.

LABOUR INCOME ESTIMATED: Receipts of wages, salaries and supplementary labour income by Canadian residents totalled \$538 million in October, 1947. This total was eight million dollars higher than that for September, and \$84 million or about 19 per cent higher than the corresponding total for October, 1946. During the first 10 months of 1947 the aggregate was \$4,942 million as compared with \$4,201 million in the similar period of 1946, an increase of about 18 per cent.

The largest increases in total wages and salaries from September to October took place in the manufacturing and logging industries.

Labour income payments in these industries were three and four million dollars higher respectively. Although the estimate of labour income for agriculture showed a seasonal drop of almost three million dollars, total salaries and wages in almost all other industries were slightly higher in October than in September.

Although increases in employment and in the cost of living probably decreased the purchasing power of the average Canadian wage earner in October, as compared with September, it would seem that there was little overall change in consumer purchasing power in the first 10 months of this year compared with 1946. To the end of October, monthly labour income payments have averaged about 18 per cent higher than those for 1946. The indexes of employment in nine leading industries from January 1 to November 1, have averaged about seven per cent higher than the annual 1946 figure, and the average of the cost of living index stood about nine per cent higher than that for 1946. Reductions in income tax charges which became effective July 1, added somewhat more money to the take home pay of the Canadian wage earner, to some extent counterbalancing sharply rising prices toward the end of the period.

CIVIL SERVICE PAY INCREASE: An Order-in-Council has been passed revising the salary ranges of Civil Servants in the categories of Messengers, Elevator Operators, Caretakers, Watchmen, Cleaners, Packers, Hospital Orderlies and Canal and Airport Employees. Revisions have also been made in the salaries of the Employment and Claims Officers of the Unemployment Insurance Commission and in a number of other smaller classes.

These most recent revisions cover about 17,000 employees, and the estimated increase in average payroll resulting from the changes will be in the neighbourhood of \$3,000,000. The new salary scales are effective as from October 1, 1947.

PERMANENT INDIAN TEACHERS: An Order-in-Council has been passed authorizing the appointment of the first group of Indian day school teachers to permanent positions within the Indian Affairs Branch.

NEW DEPUTIES APPOINTED: The Prime Minister, Mr. Mackenzie King, announces that the following appointments to the public service had been approved to become effective on February 1st:

Deputy Minister of National Revenue (Taxation),

Mr. V.W.T. Scully, at present Deputy Minister of Reconstruction and Supply.

Deputy Minister of Reconstruction and Supply,

Commander C.P. Edwards, at present Deputy Minister of Transport.

Deputy Minister of Transport,

Mr. Jean Claude Lessard, at present Chairman of the Statistics Division of the International Civil Aviation Organization.

In making the announcement, the Prime Minister explained that Commander Edwards' duties as Deputy Minister of Reconstruction would be in connection with the winding up of the affairs of that Department, and, also, with the Air Services and related branches of the Department of Transport for which the ministerial responsibility is vested in the Minister of Reconstruction and Supply.

Mr. King added that, as soon as the necessary legislation could be enacted, it was proposed to have two Deputy Ministers of Transport, one for Air Services, who would be Commander Edwards and one for Rail and Marine Services who would be Mr. Lessard.

When provision is made by Parliament for the additional Deputy Minister, it is intended to transfer the ministerial responsibility for the Air Services to the Minister of Transport.

CROSSING CANSO STRAIT

BOARD TO STUDY SCHEMES: Intention to appoint a three-man Board of Engineers to review and report on the data now available with respect to improving transportation facilities across the Strait of Canso, is announced in a joint statement released by Mr. Lionel Chevrier, Minister of Transport, and Premier Angus MacDonald Nova Scotia. Two of the Board members would be appointed by the Dominion Government and the third by the Province of Nova Scotia. Announcement of the personnel of this Board will be made in the near future.

In addressing the House of Commons on this subject on July 17 last, Mr. Chevrier reviewed the different projects which have been outlined in the report of the Department of Transport engineers engaged in surveying and investigating their possibilities. These projects consisted of:-

1. Construction of a new ferry and associated ferry terminals and the reconstruction and local revision of the main line railway on the west side of the Strait of Canso in order to reduce existing trades in order to reduce railway operating costs.
2. Construction of a bridge across the Strait of Canso with the necessary revisions to railways and highways at either ends.
3. Construction of a causeway and a lock structure connecting the two shores to provide for through water-borne traffic, with the revision of railways and highways as required.

The Minister of Transport announced at that time that his engineers had recommended adop-

tion of the project for construction of a new ferry and associated ferry terminals at an estimated cost of \$4,550,000 and considered this project adequate to meet the existing situation. The suggested bridge and causeway projects envisioned considerable difficulties in construction and the costs were considered to be out of proportion to the traffic which could be expected to develop for years to come. The bridge project was estimated to cost in the neighbourhood of \$54,208,000 and the causeway project with lock and approaches at \$35,093,800.

Factual data given in the engineers' report shows that the Strait of Canso is approximately 15 miles long with an average width of some 3,500 feet and with varying depths of from 150 to 200 feet in its narrowest sections. Maximum surface velocities at certain tidal phases vary from four to five knots per hour.

ENLARGED WHARF AT SAINT JOHN: A contract had been awarded to the Saint John Dry Dock Company Limited of Saint John, N.B., for the rebuilding of the McLeod-Pettingill wharves and transit sheds on the east side of the harbour of that city. The lowest tender was accepted.

The new undertaking, consisting of an enlarged wharf and transit shed is to be constructed at an estimated cost of around \$2,500,000.

The new wharf will be of the most modern type and will provide accommodation for berthing two ocean-going vessels with a minimum depth of 35 feet at low tide. This will replace the two existing wharves. Specifications call for a steel and concrete structure 873 feet in length and extending approximately 55 feet farther out into the harbour than the present wharves. The new concrete crib work will be 48 feet wide and will be built outside of the old cribs. Above this will be solid concrete wall and floors.

The new transit shed will have at least three times the accommodation of the two buildings now being used and will be laid out to provide the maximum efficiency in handling of cargo.

IMPORTANT INTER-SERVICE BODY DISBANDED: Canada's Joint Committee on Enemy Science and Technology -- an inter-service body responsible for exploitation of German industrial, economic and military secrets -- is now being disbanded. Its remaining functions are being absorbed by various government departments.

Since VE-Day, the committee has collected and made available to authorized Canadian agencies and industries thousands of investigators' reports on German and Japanese industry as well as masses of translated documents. Working with a secretariat composed largely of armed forces personnel, the organization included representatives from the depart-